

The China Mail.

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HONGKONG, SATURDAY, MAY 12, 1888.

日二初月四年子戊

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Cleverly Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Wallbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C.
PARIS AND EUROPE.—AMERIN PRINCE & Co., 36, Rue Lafayette, Paris.
NEW YORK.—ANDREW WISH, 21, Park Row.
SAN FRANCISCO.—American Ports generally.—BRAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.
OCEYON.—W. M. SMITH & Co., THE APOTHECARIUS Co., Colombo.
SINGAPORE, STRAITS, &c.—BAYLE & Co., Singapore. O. HEINZ & Co., Malacca.
CHINA.—MAY & P. A. DE CHATEL, Suva, QUELON & Co., AMOY, N. MOALLIE, Poonchee, Hedde & Co., Shanghai, LANE, CRAWFORD & Co., KIELY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sum less than \$1, or more than \$500 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings Bank* is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1884. 754
HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$7,500,000
Reserve Fund, \$3,900,000
Reserve Liability of Paid-up Capital, \$7,500,000

COURT OF DIRECTORS.
Chairman.—Hon. JOHN BAYLY.
Deputy Chairman.—W. H. FORBES, Esq.
D. O. BORTON, Esq.
S. O. MICHAELSON, Esq.
W. G. BROMIE, Esq.
J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq.
N. A. SIBBS, Esq.
B. LAYTON, Esq.
E. A. SOLOMON, Esq.
Hon. A. P. McEWEN.

CHIEF MANAGER.
Hongkong.—THOMAS JACKSON, Esq.
Shanghai.—ERVEN CAMERON, Esq.
LONDON BANKERS.—London and Country Bank.

INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

Intimations.



GOVERNMENT NOTIFICATION.

A WARDMASTER is required at the GOVERNMENT CIVIL HOSPITAL. Emoluments of the office \$50 per month, rising by annual increments of \$5 to \$60, with Uniform, furnished Quarters, Fuel, and Light.
Applicants with Testimonials to be forwarded to the COLONIAL SURGEON not later than the 21st Instant, at the GOVERNMENT CIVIL HOSPITAL.
By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 2nd May, 1888. 713

NURSE.

A CERTIFICATED NURSE is anxious to obtain Free Passage to England; will give services and take entire charge of children to be sent home, an invalid, or nursing duties in any capacity. Highest testimonials and references.
Address, "Mm. C." Temperance Hall, Shanghai, 27th April, 1888. 741

Intimations.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A N Emergency MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY NEXT, the 14th Instant, at 8.30 for 9 p.m. precisely. Visiting BRETHREN are cordially invited.
Hongkong, May 8, 1888. 746

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 16th Instant, at 8.30 for 9 p.m. precisely. Visiting BRETHREN are cordially invited.
Hongkong, May 8, 1888. 747

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

ON the 19th May, at Noon, and fortnightly thereafter, until further Notice, the Company will maintain a DIRECT SERVICE between HONGKONG and LONDON, VIA MARSEILLES.

This improved service will abolish all Transshipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine. The attention of passengers is specially called to the greatly improved Second-saloon accommodation and attendance.

E. L. WOODIN,
Superintendent.

A. S. WATSON & Co., LIMITED.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the Company will be held at the Hongkong Dispensary, on MONDAY, the 14th day of May next, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December 1887. The REGISTER of SHARES will be CLOSED on SATURDAY, the 5th Inst., till MONDAY, the 14th Inst., both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT,
Acting Secretary.

Hongkong, May 3, 1888. 717

NOTICE TO MARINERS.

No. 207.

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

NOTICE is hereby given that on account of a recent Survey of a Section of the SOUTHERN ENTRANCE to the YANGTZE having shown that a Middle Ground or Shoal, from 1/2 to 1 mile in width and having from 6 to 15 feet of water on it, stretches nearly 1 mile in a South-easterly direction from a point N. 64° E. distant 2 1/2 miles from the Kiutoan Beacon, and that the Channel to the North-eastward of this Middle Ground is wider, deeper, and more direct than the one on its South-western side—the following Changes have been made in this vicinity:

KIUTOAN LIGHTSHIP.
This Vessel has been moored in 4 fathoms of the South-western Edge of Blockhouse Shoal, with the Kiutoan Beacon bearing S. 71° W. distant about 3 1/2 miles.

MIDDLE GROUND UPPER BUOY.
A red and black vertically striped Buoy, surmounted by a black triangular cage, has been moored on the North-western end of the Middle Ground in 3 fathoms, with Kiutoan Beacon bearing S. 64° W. distant about 2 1/2 miles.

MIDDLE GROUND LOWER BUOY.
A red and black vertically striped Buoy, surmounted by a black diamond-shaped cage, has been moored on the South-eastern end of the Middle Ground in 3 fathoms, with House Island Beacon bearing N. 23° W. distant about 4 1/2 miles.

BLOCKHOUSE SHOAL BUOY.
This Buoy, No. 2 in the published List for 1888, has been removed.

Vessels entering by the Channel to the North-eastward of the Middle Ground may now keep the Tingha Lightship bearing S. 55° E. till she is 8 miles distant, and then steer to pass 2 miles to the South-westward of the Kiutoan Lightship; after which they may steer to make a course N. 66° W. till the Small Kiutoan Beacon bears S. 45° W.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

CAUTION.
Vessels should not attempt to pass to the North-eastward of the Kiutoan Lightship in her present position.

By Order of the Inspector-General of Customs,
A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 1st May, 1888. 736

Business Notices.

LANE CRAWFORD & Co.

ARE NOW FULLY STOCKED WITH THE FOLLOWING SEASONABLE GOODS:
MARINA'S EAU DE COLOGNE.
HERBIE'S HAIR WASH.
EAU DE QUINCE HAIR WASH.
KALYDON & CO. TOILET POWDER.
LAUREL HAIR WASH.
CARBOLIC TOOTH POWDER.
HERBIE'S, ARKING'S, and PIERRE & LURIN'S PERFUMERY.
OILYER'S CRESOL DISINFECTANT (invaluable for washing Dogs and other Animals).
CARBOLIC SOAP, HOUSEHOLD CARBOLIC SOAP, CARBOLIC PRICKLY-HEAT SOAP.
PARR'S TRANSPARENT SOAP, SCENTED SOAPS, and BATH SOAPS.
DISINFECTANT CARBOLIC POWDER in 1lb. Druggers.
OILYER'S STRONGEST CARBOLIC ACID.
LARGE BATH SPONGES and FINE TOILET SPONGES.
BATH TOWELS and WHIPS. FLESH BRUSHES and SCRUBBERS.

Also,
Cooling Beverages and Summer Tonics.
STOWERS' LIME JUICE, ORANGE JUICE and LEMON JUICE, RASPBERRY VINEGAR, FORTIFIED LEMON JUICE, CHIRETTA BITTERS, PAINSHOBENAL FROOT, SYRUP OF PHOSPHATES, FRENCH and ITALIAN VERMOUTH, CALIFORNIA RED and WHITE WINES, AMERICAN LAGER BEER, COCO WINE.

A Small Machine for making Block Ice, Icing Water and Wines.
LANE CRAWFORD & Co. 768
Hongkong, May 10, 1888.

J. MARINBURK, COLLEGE CHAMBERS, MANUFACTURER OF FIRST-CLASS FURNITURE AND UPHOLSTERY.

EVERY DESCRIPTION of LATEST DESIGNS, At Very Reasonable Prices.
Hongkong, May 1, 1888. 709

NEW GOODS.

FALL SILK HATS.
" DRAB FELT HATS.
BLACK, BROWN, DRAB and GREY HAT FELT HATS.
Tweed Hats and Caps in new shapes.
STRAW and PITH HATS.
SILK UMBRELLAS, from \$5, over 10 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEO-ONOS and OLAN AERONA.
TRAVELLING RUGS and SCOTCH MANTLES.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.
Fino Black DRAGONAL and CORNSHREW for Dress Suits.
Black, Blue and Brown Faint and Check DRAGONAL COATINGS.
Fancy and Check TWEED SUITINGS.
Trousers, in a great variety of Stripes, Checks, &c.
CHECKING FLANNELS, in Checks, Stripes, & Plain.
French FINEST SHIRTINGS.
Unshrinkable FLANNEL SHIRTINGS.
Winter, Medium and Summer Under Vests and PANTS.
READY-MADE ULSTERS in STOCK.

ROBT. LANG & Co. 265
Hongkong, February 21, 1888.

STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.
THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
Tiffin at 1 o'clock. DINNER at 7.30.
WELL VENTILATED BILLIARD ROOM.
Tiffin 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS and MALT LIQUORS of the VERY BEST QUALITY ONLY.
Hongkong, April 1, 1887. 607

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.
Messrs. DORABJEE & HING KEE, Proprietors.
Hongkong, September 16, 1885. 1612

W. POWELL & Co. JUST RECEIVED.

SPECIALITIES IN LADIES' EMBROIDERED COSTUMES.
WHITE and COLOURED DRESS LAWNS. (Fast Colours).
CREAM, WHITE and COLOURED AIGRETTES, FEATHERS and TIPS.
PARSIAN FLOWERS, and MILLINERY.
RIBBONS and LACES in latest designs.
SILK GLOVES and MITTS in every length and colour.
W. POWELL & Co.
VICTORIA EXCHANGE, Hongkong, May 6, 1888. 729

Intimations.

THE RICHMOND TERRACE ESTATE AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the SHAREHOLDERS of the Company will be held at No. 36, Queen's Road, on WEDNESDAY, the 16th Instant, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December 1887.

THE REGISTER of SHARES will be CLOSED on SATURDAY, the 12th Instant, to WEDNESDAY, the 16th Inst., both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT, Secretary.

Hongkong, May 3, 1888. 765

SAILOR'S HOME.
ANY Coast-off Captain, Boats, or PAIRERS will be thankfully received at the SAILOR'S HOME, West Point.
Hongkong, July 26, 1887.

Intimations.

TREASURY NOTICE.
The Rating Ordinance, 1888.
The Valuation List (Victoria) for 1888-89 is open to inspection at the Treasury for twenty-one days, commencing from Monday, 7th May. Extra fee may be taken.

This Valuation will be in force from July 1st, 1888, to June 30th, 1889.

The last day for appeal to the Supreme Court will be MAY 26th. Notice stating the grounds of Appeal in each case must also be sent to the Assessor on or before that date.

Where the Valuation of any Tenement has been altered from that now in force, the Assessor has sent notice of such change to the Owner, if his address is known, or if not, to the occupier, with a request that he will hand the same to the Owner. The omission to serve such notice does not invalidate the Rate, or form any excuse for not appealing against any assessment within the prescribed time, viz. MAY 27th to 26th, 1888. All Owners or Occupiers interested in rateable property should therefore inspect the Rate Book within this period.

A. SHELTON HOOVER, Assessor.

TREASURY, Hongkong, 1st May, 1888. 785

TENDERS will be Received at MAY 20th by the Undersigned, for the PURCHASE of the STOCK-IN-TRADE of F. C. BROWN & Co., Drapers and General Storekeepers—AMOY.

THOMAS CHARLOTTE-NICHOLLS, Administrator.
Amoy, May 4, 1888. 756

NOTICE.

I. DISSE, Dr., Med., 11, Queen's Road Central.

CONSULTATIONS in ENGLISH, FRENCH and GERMAN, from 8.30 to 10 A.M. and from 2 to 4 P.M.
Hongkong, May 9, 1888. 764

THE PUNJIM AND SUNGHEE DUA SAMANTAN MINING COMPANY, LIMITED.

THE Second Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, Pedder's Street, on THURSDAY, 24th May, 1888, at 4 p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Account to 30th September 1887.

A. O'D. GOURDIN, Secretary.

Hongkong, May 10, 1888. 767

Auctions.

POSTPONEMENT.
VALUABLE LEASEHOLD PROPERTY TO BE SOLD AT KOWLOON.

MR. J. M. ARMSTRONG has received instructions to Sell by Public Auction, on

MONDAY, the 14th May instant, at 4.30 o'clock p.m., at the Premises,—

ALL THOSE PIECES OF GROUND,

Situate at KOWLOON POINT, to be registered in the LAND OFFICE as KOWLOON INLAND LOTS Nos. 529, 530, 531, 532, 533, 534, 535.
The Lots average over 200 feet in depth, and have a frontage of 60 feet to Kimberly Road, which is to be widened by Government to 50 feet; they are all high ground near the Observatory wall situate as BUILDING sites, especially for Villa Residences, commanding pleasant and extensive views.

The Property will be sold in Eight Lots.

The Vendor reserves to himself the right to all Buildings and Building Materials on the Lots.

For Plans, Particulars and Conditions of Sale, apply to

HENRY J. HOLMES, Solicitor for the Vendor, or to the Auctioneer.

Hongkong, May 3, 1888. 743

PUBLIC AUCTION.

UNDER instructions received from the MORTGAGERS, Mr. H. N. MONY, will Sell by Public Auction, on

THURSDAY, the 17th May, 1888, at 4 o'clock p.m., at the Premises,—

ALL THAT VALUABLE PIECE OF GROUND,

Situate at BELLEVUE BAY, LAP-SAP-WAN, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet, on the South side thereof on portion of Inland Lot No. 908 and measuring thereon 200 feet, on the East on Davis Street and measuring thereon 200 feet, and on the West on Cadogan Street and measuring thereon 200 feet, containing in the whole 40,000 square feet and registered in the Land Office as Section A of INLAND LOT No. 905. Together with the FURNACE WORK-SHOPS and BUILDINGS thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANUFACTURING COMPANY, as they now stand which said Piece of Ground is held for the residue of a term of 999 years subject to the Annual Crown Rent of \$253.57.

The Property will be offered for Sale in One Lot.

For further Particulars and Conditions of Sale, apply to

WOTTON & DEACON, Solicitors, 33, Queen's Road; or to H. N. MODY, Auctioneer, Victoria Buildings, Queen's Road.

Hongkong, April 24, 1888. 672

Auctions.

THREE DAYS AUCTION. NOTICE.

THE Undersigned has received instructions from

Messrs. KUHN & Co., On Account of Closing Business, TO SELL at their Premises, 24, BANK BUILDINGS, THE HONGKONG HOTEL,

ON MONDAY, the 21st May, 1888,

TUESDAY, the 22nd May, 1888, ON

WEDNESDAY, the 23rd May, 1888, Sale to commence Each Day at 2 p.m. sharp

THEIR WHOLE STOCK, comprising:—

A Most Valuable Collection of ANCIENT and MODERN JAPANESE CURIOS and WORKS of ART, including many very rare Specimens of OLD JAPANESE PORCELAIN, LACQUER, BRONZE, ARMOUR and ARMS, GENUINE SATSUMA, SATIN and SILK TABLEAUX, SCREENS, EMBROIDERED LADIES' and GENTS' GOWNS and JACKETS, QUILTS, BROCADES, CABINETS, and a great variety of ELEGANT and USEFUL ARTICLES. The Pair of Magdalene (all out Bronze) CANDELABRA for 42 lights, and the TWO EXTRAORDINARY WOOD CARVED FIGURES (The wild-man of the woods and the frog god) will also be offered at the Sale.

On view on FRIDAY, the 18th, and SATURDAY, the 19th Instant.

Catalogues will be issued previous to the Sale.

G. R. LAMBERT, Auctioneer.

Hongkong, May 11, 1888. 781

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW. The Co.'s Steamship

Capt. GORDON, will be despatched for the above Ports on SUNDAY, the 13th Instant, at 9 a.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, May 10, 1888. 771

FOR SHANGHAI. The Steamship

Capt. TOMLINSON, will be despatched for the above Port on SUNDAY, the 13th Instant, at 11 a.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, May 11, 1888. 778

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship

Capt. ANDERSON, will be despatched as above on SUNDAY, the 13th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 9, 1888. 680

OCEAN STEAMSHIP COMPANY.

FOR NAGASAKI, KOBE AND YOKOHAMA. The Co.'s Steamship

Capt. THOMPSON, will be despatched as above on SUNDAY, the 13th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 5, 1888. 731

UNION LINE.

FOR YOKOHAMA AND KOBE. The Steamship

Capt. POWERS, will be despatched for the above Ports on MONDAY, the 14th Instant, at Noon.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, May 11, 1888. 779

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship

Capt. MCLELLAN, will be despatched for the above Ports on MONDAY, the 14th Instant.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, May 11, 1888. 777

FOR SHANGHAI. The Steamship

Capt. PARZEN, Commander, will be despatched for the above Ports on MONDAY, the 14th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, May 8, 1888. 745

Shipping.

Steamers.

FOR NEW YORK VIA SUEZ CANAL. The Steamship

Capt. T. S. GARDNER, will be despatched for the above Port on the 14th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, May 8, 1888. 749

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship

Captain NISH, will be despatched as above on TUESDAY, the 16th Instant.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, May 9, 1888. 760

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship *Metapedia*, Captain Purvis, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, May 11, 1888.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *MONMOUTHSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, May 10, 1888.

STEAMSHIP SINDH.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Yorvick* and *India*, from Antwerp, ex Steamship *Romanus*, from Havre, ex Steamship *India*, and from Bordeaux, ex Steamship *Ville de Lille*, in connection with the above Steamer, are hereby informed that their Goods—except those of Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon To-day (Thursday), requesting it to be landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

No Claims must be sent in to me on or before Saturday, the 19th May, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, May 10, 1888.

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

THE Steamship *Glencroft*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day, the 10th instant.

Cargo remaining undelivered after the 17th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, May 10, 1888.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *India*, Captain C. PETERSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow, the 8th instant.

Any Cargo impeding their discharge will be landed into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, May 7, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after 15th instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 14th instant.

Bills of Lading will be countersigned by

DAVID SABSON, SONS & Co., Agents.

Hongkong, May 6, 1888.

To-day's Advertisements

FOR KOBE AND YOKOHAMA.

The Steamship

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The Steamship

Foonchow May 9, Amoy 10, and Swatow 11.

General.—DOLAN STRAITS.

Amoy, German steamer, 308 E. Aerobos.

Pakhoi May 9, and Hoihow 11, General.

Wienner & Co.

DEPARTURES.

May 12.

Amoy, for Amoy and Shanghai.

Cicero, for Saigon.

Glenaville, for Shanghai.

Glenaville, for Matila.

Khorra, for Singapore and Bhatay.

Khorra, for Saigon.

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Amoy, from there light variable winds to

Swatow; thence to Hongkong, calm with

passing rain showers. Steamer in Amoy,

Activa. Steamer in Swatow, Whampoa.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & FOONCHOW.

For Amoy, at 8.30 a.m., on Sunday,

the 15th inst.

For SHANGHAI.

For Yangtze, at 9 a.m., on Sunday, the

15th inst.

For NAGASAKI, KOBE & YOKOHAMA.

For Amoy, at 9 a.m., on Sunday, the

15th inst.

For SAIGON.

For Saigon, at 9 a.m., on Sunday, the 15th

inst.

For SHANGHAI, KOBE & YOKOHAMA.

For Amoy, at 9 a.m., on Sunday, the

15th inst.

For YOKOHAMA & KOBE.

For Amoy, at 11.30 a.m., on Monday,

the 14th inst.

For AMOY & MANILA.

For Amoy, at 3.30 p.m., on Monday,

the 14th inst.

For STRAITS & CALCUTTA.

For Amoy, at 11.30 a.m., on Tuesday,

the 15th inst.

For SAIGON.

For Saigon, at 3.30 p.m., on Tuesday,

the 15th inst.

For SYDNEY & MELBOURNE.

For Amoy, at 5 p.m., on Tuesday,

the 15th inst.

For NAGASAKI, KOBE, YOKOHAMA.

For Amoy, at 5 p.m., on Monday,

the 21st inst.

MAILS BY THE BARTHELEMY.

The British Contract Packet *Amoy* will

be despatched on SATURDAY, the

19th inst., with Mails for the United

Kingdom, Europe, and countries be-

yond, via Brindisi; to the Straits Settle-

ments, Netherlands India, Borneo,

Ceylon, India, Aden, Egypt, Malta,

and Gibraltar.

The usual hours will be observed in closing

the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of Rio*

de Janeiro will be despatched SATUR-

DAY, the 19th inst., with Mails for

Japan, San Francisco, the United

States, Canada, Honolulu, Peru, &c.,

which will be closed as follows:—

2.15 p.m.—Registry closes.

2.30 p.m.—Post-Office closes, but Corre-

spondence may be posted on board the

Packet with *Late Fee of 10 cents extra*

Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Amoy* will

be despatched on THURSDAY, the

24th inst., with Mails for the United

Kwai Fong, having a total area of 1,833 square feet, was sold to Mr. U. Wong for \$18,300. Lot 2, consisting of No. 2, Kwai Fong, area 473 square feet, was bought for \$2,000 by Mr. Cheung Kin Chun, who also became the purchaser of the next lot, No. 3, Kwai Fong, area 456 square feet for \$2,000. Lot 4, No. 4, Kwai Fong, area 548 square feet, was sold to the late Mr. P. M. Kwan Shi for the sum of \$3,350. Lot 5, a three-storyed house, No. 132, Hollywood Road, area 1,048 square feet, fetched \$13,100. Mr. Tam Kit being the purchaser, and the last lot, three houses, Nos. 14, 16, and 18, Rossington Street, area 3,388 square feet, was sold to Mr. Tam Chun for \$32,000.

A TRIP ON THE PEAK TRAMWAY.

A party of Chinese, including Mr. Ng Choy, (barrister-at-law, and now in the Chinese Service at Tientsin), and Hon. Wong Shing paid a visit to Mr. Candell at the Peak to-day, and through the courtesy of Mr. A. Fagland Smith they were conveyed to their destination via the Peak Tramway. We availed ourselves at the same time of the opportunity offered to us to make a trip in the cars to experience the sensation of travelling, as it were, suspended between heaven and earth. On arrival at the lower terminus, St. John's Place, we found a crowd of natives gathered round the place to see the wonderful car travel to the Peak by itself, without the aid of the great cable. The car has not a very attractive look at first sight; and we confess that we shared the popular prejudice that the upright backs of the seats would prove very uncomfortable when on the incline of 1 in 2. But however much the cars may be improved in the way of artistic embellishment, we must say that little could be done to improve the pleasantness and comfort of the ride. The passengers having to use a nautical phrase, got on board, the manager, Mr. Anderson, telephoned to the Peak terminus that all was in readiness, and away the car went. One has a sensation of novelty in finding one's self in a moving car, with no horses or steam engine attached and of which the motive power is hid from sight. All one sees is the moving rope in front, or rather the revolving pulleys along which the rope passes. On leaving the lower terminus, the incline is very gradual, and the only sensation one experiences is that of moving along a perfectly smooth line without any jolting. On the tramway cars and railway carriages at home one has always to suffer more or less from deafening noise and jolting. The cars of the Peak tramway, however, run smoothly and almost noiselessly. Along the first part of the road the scenery is not extensive, but is beautiful and sylvan. On getting above Kennedy Road the view enlarges, and one sees the harbour and the town stretching out beneath, as you are soaring heavenwards, or at least peakwards. Looking up the hill, as the Bowen Road is approached, the steepest incline of 1 in 2 appears in view, and one has some qualms about dangling midway, in a heavy car at the end of a rope, on this steep hill, and cannot help thinking that it will be uncomfortably difficult to maintain one's seat. But all fears and apprehensions are dispelled as the car glides smoothly on. The seats of course are fixed, and, as they always maintain the same position with reference to the car itself, no difference is found between travelling on the incline or on the level. It is only when one stands up and looks back that the slope of the car becomes manifest. And then it gives a peculiar sensation to one in the front of the car to look back or rather down on your fellow-travellers who are being pulled up, as it were behind you. From this altitude the view of the harbour and the surroundings is truly magnificent, and there is added to the pleasure of the scenery the agreeable feeling of soaring above the dull earth into cloud-land. On nearing the top of the steepest incline the descending car, whose progress one has been able to watch almost from its start, is met and salutations are exchanged with those rolling down to the lower regions (of Hong Kong). Once at the top of the big incline there is only one small steep part to run up and then the line takes a big curve towards the Gap. The only feeling one has on nearing the top is one of slight disappointment. The ride has been so pleasant, one could have wished it had lasted longer. The time taken was only nine minutes.

As the line has not yet been officially sanctioned, it would perhaps be premature to give any technical details with regard to it. We may, however, mention one or two of the chief characteristics. The total length of the line is 4,690 feet and the height of the upper above the lower terminus is 1,207 feet. The gradients vary from 1 in 25 to 1 in 2. On the lower part of the line two steel rails of 36lb. per yard are laid, of 5ft. gauge, and forming a single line; and on the upper half three rails are laid, forming a double line. Half way is a cross siding with four rails about 130ft. long in the clear, having switches at the lower end. Steel sleepers, weighing 24lb. per yard, are bedded in lime concrete 6in. thick. The bridges, eleven in number, are constructed of wrought iron girders. The carriages are mounted on bogies, and carry about forty passengers, and when loaded weigh between five and six tons. The motive power consists of two pairs of compound horizontal engines with multibelted boilers, each 40 h.p., and erected at the upper terminus. Motion is communicated to the carriages by means of a flexible plough steel cable, 3/4in. in circumference, passing over grooved winding drums, and tested to a breaking strain of 54 tons. Cable guide pulleys are placed along the line at distances varying

from three to eight yards. Each carriage is fitted with two steel clip brakes, arranged to grasp the centre brake rail, and to act at all times, unless held out of action by the brakeman; also with a pair of steel clip brakes to work on the 36lb. rails. The centre brake rail is of steel, weighing 66lb. per yard, and is laid between the ordinary rails. It is jointed and fixed to the sleepers with steel bolts and clamps. The speed will be about six miles per hour, and reduced to four miles at the points and crossings.

Doubtless once the line is opened for traffic various improvements will be made in the cars, the landing platform, &c., and perhaps the line will be extended to Queen's Road. In the meantime we are sure we may safely congratulate Mr. Findlay Smith and his co-directors on the successful termination of one of the boldest ventures that has been made in this part of the world. He and his associates had a great deal of jealousy and opposition to contend with at the outset. When the scheme was first mooted there seemed a risk of its being absorbed in a scheme for a low-level tramway and then thrown aside. The high-level tramway, however, has practically become an accomplished fact, while the low-level tramway is as much in *nubibus* as ever it was. Leaving out of account engineering difficulties, of which only those who have undertaken such a work can have any idea, there was at the beginning the latent hostility of Peak residents to contend against, who did not favour a scheme which they thought would make the Peak 'too common.' Experience, however, has shown that the promoters were acting in the true spirit of progress. The town is rapidly extending and every year the demand for houses on the hill-top has increased. The tramway only anticipates a want which would have become an urgent necessity in a few years. It opens up a health resort which hitherto was only within the reach of a few wealthy residents and will thus contribute to improve the health of the whole town. The line is admirably situated, for it cuts the town in two and seems like a conduit pipe leading from the heart of the town to the hills above.

Along with Mr. Smith, who has devoted a large portion of his time to the superintendence of the work, we must mention Mr. J. F. Boulton, J.E., the engineer in charge, and Mr. James Anderson, the manager, who contributed largely to the success of the enterprise. Messrs Fenwick & Co. and Mr. Robertson have furnished a part of the material, and their work was highly satisfactory. We hope that the official opening will take place in a few days, when we may take the opportunity of giving further details.

'FRAGRANT WATERS' MURMUR.

That the Hon. A. P. MacEwen, who has actually departed this time, has done really good service to the Colony while in the Council; and all residents will unite in wishing him *bon voyage* and a pleasant holiday, while they promise him a hearty welcome back when he resumes his place here.

That Mr. MacEwen's absence will probably not be regretted by some of the officials, as his questions usually necessitated a good deal of bustling around.

That Mr. MacEwen has shown that the Tung Wah Hospital should not be used as a boarding house, and that its Lunatic Ward (or cage) is not the best place to reside in.

That even the Hon. Wong Shing objected to the Tung Wah being kept up as a boarding house without matrons!

That the hon. the Surveyor General displayed his usual generalship in the working of his answer to Mr. MacEwen re the water mains, an answer worthy of a disciple of Lloyd's, and the Governor deserves great credit for the clever way he left the responsibility to fall upon the right shoulders.

That there are several reasons why His Excellency should be particular in disavowing responsibility in this matter.

That I think the public are, on the whole, very well pleased with the manly utterances of the Governor, and with his evident desire to deal fairly with all interests; and we all regret to hear that his strength is scarcely equal to his desire to get through his work honestly.

That he was credited in certain quarters with somewhat autocratic tendencies when he first came amongst us, which so far have not been developed in any offensive way, and it is to be hoped never will.

That it is a clear duty of the Government to provide a Home under proper management, for the unfortunate whom our law rescues from the clutches of the procuress, but ample security should be taken that thorough supervision is exercised.

That I am glad to hear the Rev. Mr. Ost has begun this work of training in an unobtrusive and small way, and has now seven girls under his charge.

That the Hon. C. P. Chan has again appeared in the light of an enterprising and very sharp business man, in the *Argosy* business, and that the Directors of the Dock Company appear in quite another light altogether.

That in fact the holders of Dock shares are indignant at the hopeless, humiliating and feeble action of the Directors throughout this business; and if I were to jot down all I hear about this unaccountable affair, you would hesitate to give it publicity.

That the Directors seem to have bowed

very low indeed to the Great Panjandrum of Finance and Finance, and it looks very like as if the G. P. had not responded 'worth a cent'; so that the great man now smiles serenely, while the Dock Directors look as yellow as a punolo and as foolish as a boy who had broken a window and failed to find the proverbial sixpence.

That the letter of Captain Stuart was so true that it will not look well when it appears in *Eloidy*, and that the Directors have something to answer for to their shareholders.

That, as Captain Stuart says, there can be little doubt that the Secretary of the Company advised differently, and that he would have been largely supported by shareholders against the Directorate.

That foolish action of this kind plays unaccountably into the hands of those who wish to bear the storm.

That three things surprise me—(1) that the *Argosy* was not purchased by the 'Dock Company,' (2) that the sale was not done publicly instead of privately, and (3) that the Company ever gave way under pressure to any kind of threat.

That the shareholders had better see to it that their Board do not neutralise all the good they are paid to do.

That the Chamber of Commerce will soon meet to elect a temporary Deputy to our House of Representatives, and that the result is pretty nearly a foregone conclusion.

That names have been mentioned, because I suppose it is regarded as delicious incense to the vanity of certain persons, although the ultimate election is almost a certainty.

That the latest name that has been so honoured is that of a leading broker who can certainly claim the qualification of a long-tenanted residence in the East.

That, as has been frequently stated, the Queen's Counsel would make a lively stir in Council, but he has little or no chance, as Mr. Layton will be the favourite.

That Mr. Layton is a good man and true, and is deserving of every consideration as the trusted head of one of our oldest and most respectable houses, having a large stake in the Colony.

That I hear Mr. Francis has a few very influential supporters, but—not this time.

That the Colony has secured a good man in Commander Kurney, and I heartily congratulate him upon the confirmation of his appointment: no official has more in his power to advance the well-being of the Colony than the Harbour Master and Marine Magistrate.

That nothing more has been heard lately of the Sunday labour agitation, and the 'work proceeds.'

That the action of the Australian Colonies is, as the Governor truly described it, 'unheard-of,' and must have been dictated by some as yet unknown cause, so that there can be no reason to doubt but due compensation will be recovered by those who have suffered directly from the hasty action of these Governments.

That a most valuable trade is steadily springing up with Australia, and it would be a calamity if cordial relations were to be embittered at the outset by hasty action on the part of the Australian Colonists.

That it may not be generally known that Lord Salisbury, the present Premier of England, once roughed it for three months on the Bandigo Gold-fields in 1853, when he was Lord Robert Cecil.

That Ruster has once more gained distinction by the heartless manner in which he drowned the popular Crown Prince of Italy, the hope of the Italian people, and withal robbed his watery grave in the hungry Thames.

That the demands of the Cargo-boat people are said to be more exorbitant than ever, and the Registrar General is jammed in the clink, as a nautical friend expressed it.

That the irrepressible and indefatigable 'A. F. Woolley' is again on the war-path, and that 'Merchant' is believed to be now comfortably repaying in the soft cotton-wool to which the impetuous 'A. F.' so considerably consigned him.

That 'Merchant' overlooked the fact that any one can import Cargo-boats and add them to the list of licensed boats, and thus break up the monopoly.

That all letters are surely at 'sender's risk' unless registered; and at whose risk registered letters are permitted, of which no word is said?

That the Fire Brigade bonus has stirred up my bilious temperament in a most terrible way, and I cannot permit my pen to describe the contempt I feel over the partition of the spoil as described by the Colonial Secretary.

That some officials are blest or cursed with exceedingly thick hides.

BROWNIE.

THE ABANDONMENT OF THE SHIP.

ROCK TERRACE.

MARINE COURT OF INQUIRY.

An adjourned official inquiry was held at the Harbour Office to-day into the circumstances connected with the abandonment of the British ship *Rock Terrace*, at Guam, on 2nd March last. Commander Kurney, R.N., Harbour Master, presided, and the other members of the Court were Staff Commander Buckner, R.N., *Victor Emmanuel*; Mr. W. H. Watson, master of the s.s. *Batavia*; and Mr. J. D. Arthur, master of the s.s. *Chingta*.

John Bennett, carpenter on board the *Rock Terrace*, said—I joined the ship in Philadelphia in September last, just before we left on this voyage. I have been going to sea for 20 years, and have sailed on all times. The *Rock Terrace* had two pumps. They had two suction and each suction had two buckets and were worked by a fly-wheel. When I joined I did not go below to examine the pump-well and timbers. The buckets were 8 inches in diameter. After we went to sea the ship was pumped every four hours whether the weather was fine or bad. I used to sound the bell before they began to pump. I used generally to find from eleven to twelve inches. The pumps both sucked at 9 inches. We chiefly used the port pump as she had a list to port. I consider from two to three inches in four hours a good deal of water to pump. The men have been on the ship that made so much. The greatest amount of water ever I saw her make before she went on the reef was 2 1/2 inches in four hours. I was in the first officer's watch. I used to sound the bell every time they went to pump during the day, but not at night. I was in the second watch, but I did not go down to examine the pump, and after that I changed to the first mate's watch. It was about 4 p.m. when she struck on the reef. I was in my ship working at the time. I felt her strike heavily four times. When she came off I sounded the bell, but it was some time before the water came off and it kept in coming a little by little. There was no suction pipe and the suction had to be moved each time I sounded. We pumped every fifteen minutes after she came off the reef. During the fifteen minutes' spell she made as much as 6 to 7 1/2 inches. If we had fifteen minutes of a stand-off we could pump her out in about twenty minutes. We tried a water pump, but we were not used to the pumping, but neither would work. I rigged up a long handle so that more men could get to the pump and this worked all right. When we arrived off Guam she was making about the same quantity of water as she was making the day after we came to anchor. I heard the captain say three or four days before we left that the pumps were going to beach the ship and save the cargo. I did not hear anything about leaving the ship until I heard the order given to take to the boats. The captain told me to take charge of the long-boat. The captain was then in one of the boats. My mate's watch before we went on the reef took a barrel of bread in our boat. It was some time before that, and the captain ordered us to take it with us. I did not see any more bread come ashore, and I don't know whether any more was taken. The bread had been in the store-room. I also saw some canned meat, and I suppose it must have been left behind in the room too. None of my men took the bread out of the store-room. There were four all told in my boat. We took our clothes with us and I took my chest of tools. When I saw the ship last she was going away under sail. It took us about twenty minutes to pull ashore. I heard no more of the ship until she came off the reef. As we could see her we were all well and were getting plenty of food. I saw the ship for some three hours after we left her. I could not say she seemed to be setting down. She was not settled before we left her. I am quite sure I did not see her.

Peter Martin said—I was steward of the *Rock Terrace* and my wife was stewardess. I joined the ship in September last, at Philadelphia. I remember the day that the ship went on the reef. When she struck I was alongside the cabin on the poop shutting the windows. After she struck I heard the captain say 'Get the boats out.' I asked him what was to be done, and he told me to get some bread ready for the boats. She came off before the boats were got out. After she came off the captain gave orders to sound the pumps and afterward one watch was sent to work the pump while the other went to repair the damage to the ship. About eight days after we came off the reef the captain came to me in the galley and said that the ship was going off her head and that I must look out for him. The mate said he was afraid of him and asked me to ask my wife to look after the Captain and tell him (the mate) everything that was going on. Before the ship struck the Captain and the mate used to have their meals together, but after that they did not take their meals together. The mate said he saw the ship on several times when the ship struck that he was being made a laughing-stock of by the officers to the crew. He alluded to the first and second mate. The Captain said that when he got into port he would be able to pay them out in their own coin. The crew worked properly all the time. They were pumping all the time and did nothing else. The usual thing was about eight minutes' pumping and from eighteen to twenty-five minutes' spell. There was a donkey engine on the ship. Only saw it once. That was to pump out the ship before leaving. I saw the ship in Philadelphia. The chief mate had charge of it. I saw the ship and the forward house. I never saw it used again. I don't know why it was not used to pump the ship. There was plenty of wood to keep it going for three months. I spoke to the Captain about using it, but he told me the mate said it was no good. The ship's water was carried in tanks. There was no necessity of water. The donkey had been worked previously with salt water. Ten or eleven days before we left the ship I heard the mate say to the Captain 'the best thing would be to take to the boats and leave the ship.' The day we arrived off the island the Captain said he did not know whether he would beach the ship or not, but he told me to get my wife ready. After that they lighted a fire, and the mate stood off and bawled down the flag of distress. Next day they stood in again, but she was kept away a bit. At once the Captain gave orders to get the boats out. They had pumped the ship dry just before that. I had no orders to get any stores

ready, but I got some ready. I got two barrels of bread out and put them on deck. I also got some canned meat. By this time the Captain's boat had gone. My wife was in it. I went out to him. Why did you go away for? and he said to take the next boat. I went to the cabin to get some small stores. The mate was there. I saw the Captain's papers in their usual place, and I went to take them. The articles were there and several other papers. I asked the mate to take them but he would not have them. I intended to put them in my trunk and took it out, but the mate would not take it into the boat. I told him the Captain's papers were in the trunk. He said 'Damn the Captain's papers.' He said if I did not hurry up I should be left. I then went into the boat. The mate went back to the cabin and took the Captain's gun and revolver. I heard a lot of talk afterwards about the Captain and the first and second officers falling out. I heard the mate and the second mate say if the Captain was going to be at sea with them they would be at sea with him, that they had no anchors and chains up and they thought they could make something out of it. No signal was made to the vessel that was in port. I don't know what the ship's name was. She went out the day after we landed. I heard orders given about having the anchors and chains ready before we got to Guam. They were not got ready. I don't know why.

The Chief Officer asked me if I had any questions to put to the witness, and the statement about the Captain's papers was false.

Amos Henniger said—I joined the *Rock Terrace* in Philadelphia on 19th September last. I signed as second mate. I have no certificate. I had charge of one of the watches, the captain's watch. It was my duty to be on the watch the day the ship struck on the Reef. I did not interest myself in any way in the navigation of the ship, except that I was given a course to steer and saw that that course was steered. After the ship came off we found 18 inches of water in her. My watch started to pump her out. It took us two hours to get water out of her. The water relieved the ship. After the first suck we let the pump stand for five or ten minutes, then the mate's watch began to pump and got a suck in half an hour. I started to go aft then and the captain asked me what I thought of it. I said I thought we could keep the ship afloat. He then asked the chief mate and he said if I thought we could take the ship to Japan. We said we thought so. The Captain then called all the men aft and said it was his intention to take the ship to Japan. They said they would do the best they could. We kept pumping almost steady all that night as there was making a good deal of water, there being a heavy swell on. When the sea moderated the pumps were kept going easier. When we got the North East Trades we made sail, but had to shorten sail again as the ship was making a good deal of water. It kept us pumping pretty steady all night. I have had as much as four hours' pumping without more than a ten minutes' spell. After the ship struck I took up the anchor and kept it for ten minutes. I took up the anchor and kept it for ten minutes. The morning after we made Guam we stood in but could not make the harbour and we then ran along the coast looking for a place to beach her. We could see no place suitable. All this time we were flying signals of distress. There was a very heavy swell on. We could not put off. We were at the conclusion to land her off the next day. We stood in again in the morning and sighted a vessel in the harbour which we took to be a man-of-war. We went as close as it was safe to go thinking he might take notice of our signals but no notice was taken. We then went to the point of the island looking for a place to beach the ship. There was no place the captain said the best thing that could be done was to put the boats out and leave the ship. I thought myself it was the best thing we could do. We then put the boats out. I don't remember anything being said about anchoring. The anchor chains were down below. There was nothing said about anchoring boats ashore for assistance. We did not know but what they might see us when we got there. We did not know whether the part we were landing at was civilised or not.

The Court afterwards delivered the following decision:—

We find that the British ship *Rock Terrace*, official number 72317, of St. John's, New Brunswick, of which steamer Samuel Atkinson was master, the number of whose certificate is 65492, issued at Liverpool, left Philadelphia on the 22nd of Sept., 1887, bound for Hong Kong, with a cargo of petroleum in casks.

That all went well until the 28th of January when, during a squall and while the hands were employed in shortening sail, the ship struck on the Broughman Shoal in Latitude 9° 30' S. and Longitude 163° 30' E.

That she remained fast for about 16 minutes, during which time she was struck three or four times heavily, whereby she sustained considerable damage, and that she eventually drifted off the reef.

That the crew was then sent to the pumps and an endeavour made to work the ship to sea, but that this was abandoned and a course was steered for the island of Guam, in the Mariana group, with the intention of trying to beach the ship and save the cargo.

That on the 29th of February the *Rock Terrace* arrived off the island of Guam and that an inspection was made from the ship for a suitable place for beaching, but that no such place was found, and the crew being much worn out with pumping, all hands took to the boats and abandoned the ship.

That no lives were lost and the greater part of the crew's effects were saved, but that the ship's papers or log-books.

That the ship remained at Guam until the 28th April, when they were taken to Manila and from thence sent to Hong Kong.

We are of opinion that the striking of the ship on Broughman Reef was brought about by a mistake in the position at noon on that day, whether made or both by an unknown error in the chronometer or by a defect in the master's observation for longitude, which had not been checked by the mate.

On this point we do not consider that the master was guilty of any wrongful act or default.

That while we commend the decision of the master to endeavour to reach his port of

destination after the casualty, we are of opinion that the utmost endeavours were not made having this object in view. No attempt was made to ascertain with any certainty the actual damage that the ship's bottom had sustained, nor was any means adopted to try and stop the leak by pumping or sail under the ship's bottom or any other method. The amount of water under the ship does not appear to have been very excessive or of sufficient quantity to endanger her safety. It also appears that there was a strong pump on board which was not used.

With reference to the abandonment of the ship we are of opinion that it was premature. Having arrived off Guam no attempt was made to communicate with the shore, though the boats were in good condition and the weather not very unfavourable. That no signal was made except that of distress (viz., the Ensign Union down) either to the shore or to a vessel seen to be at anchor in the harbour. No attempt was made to anchor the ship and send on shore for assistance. The anchors were secured for sea and the chains uncut. Nor does the vessel appear to have been in any worse condition at this time than she was when she came off the reef, nearly five weeks previous.

The conduct of the master in thus abandoning the ship appears to us only explicable on the ground that the mental anxiety through which he had gone was temporarily undermined his reasoning powers, and that in order for abandonment to be given in a fit of despondency, and that it was done, as he thought, to save risking the lives of his crew; and while recognising this and his much-to-be-deplored want of harmony with his mate and crew, we cannot but be of opinion that he was not to be blamed in any worse condition we regret to have to direct that his certificate be suspended for a period of 6 months, but recommend that a first mate's certificate be issued to him during such suspension.

From the evidence before us we are of opinion that the conduct of the mate, Amos Henniger, under the circumstances, in his special sphere of duty, was sufficiently culpable to amount to a wrongful default. Instead of assisting the master to the best of his ability under the trying circumstances, his course appears to have been one of rather more than passive resistance; and we are of opinion that he had acted differently had he been sustained the Captain and been the cause of saving at least the cargo of the ship. Under these circumstances we direct that his certificate of competency be suspended for a period of six months.

The certificates could not be handed in as they were lost with the vessel.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

The following is the Report of the Directors which was submitted at the Sixth Annual Ordinary General Meeting of Shareholders, to be held at the Cannon Street Hotel in the City of London, Monday the 16th day of April, 1888.

The Directors have the pleasure to submit the General Balance Sheet and Profit and Loss Account for the year ending 31st December, 1887, duly audited.

The net profit, after providing for the general expenses for the current year, including Directors' Fees, Income Tax, Interest, &c., amounts to £22,261 13 11.

This sum it is proposed to apply as follows:—To Depreciation and Boiler Fund ... £11,964 14 5. In payment of a dividend at the rate of 10s. 6d. per Share, free of Income Tax (being 7 1/2 per cent. on the Called-up Capital) ... £7,470 9 0. Balance to be carried to New Account ... £2,826 10 6.

The Directors have again much satisfaction in reporting that the voyages of the last year have been accomplished with entire immunity from accident of any kind, and that the Company's fleet has been maintained in the highest state of efficiency.

The 'Moyns' was the first vessel despatched from Hankow, with a full cargo of New Season's Tea, and she made the run home in 37 days and 5 hours, arriving fully a week in advance of any of her competitors.

Availing of the depression in shipbuilding, the Directors last autumn made a favourable contract with a firm on the Clyde to construct a high-class steel vessel, named the 'Ganfa.' This addition to the Line is expected to be ready for sea early in August next.

Captain Golland, formerly of the 'Olen Line,' whose high character and ability are well known in the China trade, has been appointed the Company's special Agent in Shanghai.

The following Directors retire on this occasion, but being eligible, offer themselves for re-election:—Mr. David Reid and Mr. J. A. Matfield.

The retiring Auditors, Messrs Baker and Rutherford, and Mr. Jamieson Elles offer themselves for re-election.

It is proposed that the Dividend shall be made payable on the 27th April, all Shareholders on the London Register, and that warrants be posted the same day to those on the Shanghai and Hongkong Registers respectively.

JOHN POTTER, Managing Director. London, 5th April, 1888.

BIMETALLIC CONFERENCE.

A conference promoted by the Bimetallic League was held in Manchester on the 4th inst., under the presidency of Mr. H. H. Gibbs, and attended by a large number of gentlemen interested in commerce. In his opening address the Chairman said that bimetallicists wanted was an agreement with France, Germany, and the United States, each country accepting with England, the principle of the restoration of the par between gold and silver, opening the mints and fixing a ratio. He mentioned those nations only, because they alone would suffice, and would inevitably draw others in their train, and only the principle without specifying any ratio, because that was a detail which England could not be willing to enter into a treaty with. They none of them cried for what they could not get—absolute stability of price; but they felt and knew that a period of depression was fast all round—but not only for the producers, but in the long run for the consumer also. The main evil, he said, was that, the destruction of the par of exchange between silver- and gold-using countries, would find no remedy in lapse of time, save in an international agreement for a common monetary standard. He expressed a strong hope of the ultimate success of the movement.

Mr. S. Smith, F.R.S., of the 'The Beneficial Effects on Trade and Industry of the Renunciation of Silver,' said the

rupture of the bimetallic system which occurred in 1873 led to the heavy decline in silver measure by gold, and as a consequence to the enormous fall in prices in all countries using a gold standard, and they held that this long and continuous decline was the main cause of the excessive depression of trade through which we had passed. Silver-using countries had altogether escaped the evils which had affected British trade. The frightful loss which the Indian Government sustains in which the gold obligations in London is threatening it with bankruptcy. It is obvious that it cannot embark with safety upon further extension, seeing that the capital can only be raised in England upon gold interest. The same cause will make it most difficult for China to develop its natural resources with European capital. That country might beneficially employ hundreds of millions of foreign capital and give employment to millions of workmen in Europe, but what Government in China can safely raise loans in Europe payable in gold, while it collects its own revenue in silver? They as bimetallicists for the re-establishment of the old bimetallic system on broader and surer foundations than it rested on before. Its restoration would give a fresh impetus to our national prosperity, and it would make all the gold and silver produced in the world equally effective for currency purposes. Other papers were also read by Professor J. S. Nicholson on 'The joint standard consistent with sound political economy.' In the discussion which followed Mr. H. R. Gifford, London, and Mr. H. Cole, (president of the Liverpool Chamber of Commerce) took part. At the afternoon sitting papers were read by Mr. Stephen Williamson, M.P., on 'The hindrances to trade between gold and silver using countries;' on 'Some misconceptions relative to the bimetallic policy of the Royal Mint,' by Professor H. S. Foxwell, London. The silver question considered in relation to the wages, employment, and cost of living of the working classes, by Mr. J. O. Fielden; and on 'Our Colonies as affected by the bimetallic question,' by Mr. Westgarth. In the evening there was a banquet at the Grand Hotel, presided over by Mr. R. Barclay. It was stated that the leaders of the movement intended to raise a guarantee fund of £20,000 to carry on the work, and promises to the extent of £10,000 were announced.

Quotations.

HONGKONG, May 12.

OPHIUM—New Patna, cash, 480. Old, cash, 480. New Bonaire, cash, 471 to 473 1/2. Old, cash, 471 to 473 1/2. New Malwa, cash, 460. Old Malwa, cash, 460 to 462. Allowance, 200 to 200. Persian, Oily, cash 630. Allowance, 200 to 200. Persian, Paper bid 630 to 630. Allowance, 200 to 200.

Exchange.

HONGKONG, May 12.

Bank, Wire, 2/11 1/2. On Demand, 2/11 1/2. 30 days' sight, 2/11 1/2. 4 months' sight, 3/04. Documentary, 1 month's sight, 3/04. On Paris, 4/16 1/2. On London, 4/16 1/2. On New York, 4/16 1/2. On Bombay, 4/16 1/2. On Calcutta, 4/16 1/2. On Shanghai, 4/16 1/2. On Hongkong, 4/16 1/2. On Canton, 4/16 1/2. On Hankow, 4/16 1/2. On Tientsin, 4/16 1/2. On Peking, 4/16 1/2. On Yenchow, 4/16 1/2. On Soochow, 4/16 1/2. On Hangchow, 4/16 1/2. On Ningbo, 4/16 1/2. On Shanghai, 4/16 1/2. On Hongkong, 4/16 1/2. On Canton, 4/16 1/2. On Hankow, 4/16 1/2

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